

Major General Black said: We can do nothing more at this hour than give Sir John a cordial vote of thanks for the interesting lecture he has just delivered.

The vote was carried with warm acclamation and the proceedings closed.

CARL HERTZ.

Last night Carl Hertz repeated his performance at the Theatre Royal before a fairly representative audience. The songs by Mlle. D'Alton, especially her plantation songs, were well received and the "Original and Only Genuine Cocomatogre," although rather unsteady, was thoroughly appreciated. The most taking illusion was that of "Noah's Ark," but some folks never appear to be satisfied, and we heard some malicious remark that the illusion was not complete without the elephant. However it is probable that even Carl Hertz has to draw the line somewhere and the City Hall authorities would probably object to his piling up their theatre with a greater selection of beasts than he produced last night. The "Thought Reading Hand" trick was particularly puzzling and the "Flags of all Nations" were cleverly produced from a box.

The next performance takes place on Saturday afternoon when Carl Hertz gives a matinee at reduced rates for the benefit of the juvenile population of the colony, who will doubtless flock to see him in full force.

ROYAL HONGKONG YACHT CLUB.

11TH CLUB RACE.

Cross Channel Rocks Kowloon Rock, Meyer booby, Channel Rocks Kowloon Rock, Slaters 1st class 7, 2, 4, 5, 6, and class 9, 10, 11.

The second class started at 1.30 and the first at 1.50.

After several races in hard winds the breeze was fairly light all through the race and in Kowloon Bay very light, with a strong flood tide. *Ladybird*, *Dart* and *Active* went over to the Hongkong shore and the others kept on the Kowloon side, and getting light winds in the bay were rather out of it. There was a fairly strong wind off Q-ary Bay which put the *Ladybird* and *Active* round a long time ahead in their classes.

The second class boats had a better breeze and weaker tide to beat against, and so gained a little on the first class, but part of this was soon wiped off. The times at Channel Rocks were *Ladybird* 2.23.5, *Dart* 2.27.17, *Active* 2.35.4, *Meteor* 2.39.48, *Brisk* 2.53.53, *Maid Marian* 2.44.14, *Phoebe* 2.45.31.

In the race down to Kowloon Rocks and back to Meyer booby the same order was maintained. In the heat up to Channel Rocks the second time. *Phoebe* passed *Brisk* and the times here were:

Ladybird..... 3 15 *Phoebe*..... 2 50
Dart..... 3 33 *Brisk*..... 3 0
Active..... 3 37 *Maid Marian* 4 14
Meteor..... 3 59 *Payne*..... 4 20
Dart and *Active* had a fine race and made a dead heat on the line which was crossed as follows:

SECOND CLASS. Total to date.
Ladybird..... 4 33 15 first to make 73
Dart..... 4 33 45 1st 4 40
Payne..... 5 50 1st 4 40

FIRST CLASS.
Active..... 4 31 45 first to make 14
Meteor..... 4 37 45 1st 4 40
Phoebe..... 4 35 1st 4 40
Brisk..... 4 39 45 1st 4 40
Maid Marian 4 31 59 1st 4 40
Chantilly..... 4 39 45 1st 4 40

The *Ladybird* is thus safe for first place in the second class.

A HYGIENIC HOME.

My wife and I are trying hard
To live on beautiful diet
We need the food that is by the yard,
And run our kitchen by it.
We've banished from our bills of fare
All that such golden condiments
True hygiene is all our care,
As planned and taught by M.M.

For breakfast, coffee is tabooed,
Hot cakes and eggs forbidden;
And milk, since it is oft imbued
With germs profane, though hidden;
Bread is unwholesome, so is steak;
Subsistive to our lot,
Oatmeal and barley-meal we take,
And water boiling hot.

For dinner, soup will never do,
And oysters typhoid nourish;
Solid, entree, and tea, too,
Are mere dyspeptic flourish;
Potatoes (by the last advice)
Are prisoners, we're told;
We eat raw meat, chopped fine, with rice,
And drink boiled water cold.

For supper—some professors teach
"The best to go without it,"
But since discretion's left to each,
We take our choice about it.
On chicken, veal, tea, and cake,
We are loath to feed;
But golden walrus, eels, (eels),
And pinner, are all we need.

It grieves us much our friends to view
So reckless in their diet;
Our wiser men we advise
And beg of them to try it.
But appetite's ungovernably
Their nature so contrived,
We cannot get a guest to stay
Within our beautiful walls.

OLIVERS FREEHOLD MINES, LTD.

The General Managers, Messrs. John D. Humphreys & Son, have received the following report from their mining manager by steamer *Changsha*—

Mount Macdonald,
11th March, 1898.

I have the honour to report on the above mines as follows—

Entire Mine—300 feet level extended drive on reef a total of 39 feet from 7 to 8 feet wide and well defined between two good walls and shows gold. During the coming fortnight a chamber will be cut on the eastern side of shaft chamber sets put in and timbering completed to bottom also ladder way after which driving of levels North and South will be resumed at once. Wins: to connect the 200 with 300 feet level a total of 25 feet (see) from 7 to 8 feet wide in appearance equal to any yet seen. Slopes above the 150 feet and 200 feet levels yielding sufficient ore to keep 300 Head employed, could double our present output from stores already opened up.

Block B shall sink 33 feet, timbered at feet, work suspended here pending an opportunity to let the work on contract. We are at present engaged cutting by hand from the lower Battery dam to carry the water away from the mine, so as to prevent the water carrying away our fillings etc. on the adjoining Company's ground.

Crushing, washing plant and all underground workings in first class order.

THE NEW BALMORAL GOLD MINING CO., LIMITED.

The General Managers, Messrs. John D. Humphreys & Son, have received the following report from their mining manager by the steamer *Changsha*—

Mount Macdonald,

11th March, 1898.

I have the honour to report on date—11th March 1898.

Queen Mine—Cross cut date at 350 feet level extended total 33 feet; ground hard and dry with strong westerly underlay, similar to ground met with in shaft after passing through main wall will drive an additional 10 feet and then put in a drill hole several feet to prove the country before resuming sinking as per last report. Contractors forecasting Battery making fair progress and doing first class work.

NEWS BY THE AUSTRALIAN MAIL.

The China Navigation Co.'s steamer *Changsha*, Capt. J. E. Williams, from Sydney and ports, arrived in harbour last Monday. For the subjoined telegrams we are indebted to our Colonial exchanges—

London, March 6th.

Mr. Richard Olney, formerly American Secretary of State, in the course of a lecture delivered by him at Harvard University, said that the near future will see a closer friendship between Great Britain and the United States, the result of which, he was convinced, would prove a power for good to all mankind.

Russia has paid to Canada 40,000,000, as an indemnity for the seizure of sailing schooners in Behring Sea.

Russia is already excluding British ships from the coasting trade in connection with Russian ports, and has notified Great Britain that her vessels will also be excluded from the ocean trade between the Black Sea and the Far East.

Speaking in the Volksraad yesterday Dr. W. J. Leyds, the Transvaal Secretary of State, declared the proposal to grant £17,000 for a foreign consular service. He said it was necessary to secure a good diplomatic service as a proof of independence, and as showing that the Transvaal was not subject to a sovereignty.

March 6th.

Speaking at Cape Town yesterday, Sir Alfred Milner, the Governor of Cape Colony and High Commissioner for South Africa, deprecated the rumours entertained in the Transvaal with regard to Great Britain, and said that the retrograde administration was responsible for the recent unrest in the republic. He appealed to the Dutch party in the colony to use its influence in order to induce the Transvaal to assimilate its institutions to those of the neighbouring States.

Mr. James Siroislight, the Cape Commissioner of Revenue and Public Works, stated that the Cape Government would not permit the intervention of foreign Powers in the affairs of the Transvaal.

The Budget Committee of the German Reichstag has decided that the naval programme shall be completed within six years.

March 7th.

News has been received from the *le du Diable*, Cayenne, to the effect that Captain Dreyfus has attempted to commit suicide.

March 8th.

It is regarded as significant that the Queen has entertained at dinner Baron de Courcel, the French Ambassador, and Sir Thomas Sanderson, Permanent Under-Secretary to the Foreign Office. Owing to an attack of influenza Lord Salisbury was not present.

The Transvaal Volksraad has voted £15,000 for the establishment of a consular service.

The French Expedition to Fashoda, in the Upper Nile region, under the command of the Marquis de Bonchamps, has failed in its mission, in consequence of the Abyssinian auxiliaries having deserted.

The *Times* views the Russian policy in the Far East with humiliation. It says that Russia is endeavoring to injure Britain in the eyes of Oriental nations.

The Navy Estimates have been submitted to the House of Commons, the proposed vote amounting to £13,775,000.

It is proposed to construct three fresh battleships, four cruisers, four sloops-of-war, and to increase the personnel of the Navy by 6,340 men.

The total number of war vessels that will be in course of construction in 1898-9 will be twelve battleships, thirty-two cruisers, and forty-one torpedo boats.

Owing to the recent engineers' strike four battleships and two cruisers authorized to be built, will not be commenced. The effect of the strike has been to much retard the work on other vessels.

March 9th.

Sir Julian Pauncefote, the British Minister at Washington, has secured Presidential approval of the sympathy of Great Britain with the United States in the event of complications. The Americans are pleased with British assurances of moral support.

The feeling in the United States is increasingly favourable to Britain. Some newspapers discuss the desirability of forming an alliance between the United States, Great Britain, and Japan.

March 10th.

President Faure is arranging for an interview with Queen Victoria during her journey to Nice.

The Transvaal Government is asking the Volksraad to sanction the issue of a loan of £5,000,000.

In the course of an interview yesterday, Mr. Cecil Rhodes admitted that he was the leader of the Progressive party in the Cape Parliament. He denounced the "eternal waltz of the Afrikaners who supported every rottenness in Pretoria."

In addressing a meeting of the United Service Institution last night Mr. Archibald Colquhoun, the explorer and traveller, and author of "The English Policy in the Far East," referred to the Chinese question. He said that Australians would shortly see any action which resulted in the closing of the Chinese and Japanese markets through British neglect. Mr. James Huddart, who also spoke, said that trade with China vitally affected the Australian colonies, who would willingly support a bold and persistent policy.

In view of the forthcoming visit of the Emperor William to the fortifications of the city are to be renovated and the water supply is to be improved.

March 11th.

Several Russian blue jackets have been arrested at Sebastopol for assaulting Mr. Cooke, the British acting Consul in that town.

The Governor of Sebastopol expressed his regret for the assault.

The Canadian Pacific Railway Company has suspended the fare across the Continent to £4.

Mr. Goschen, First Lord of the Admiralty, introduced the Naval Estimates in the House of Commons last night, and appealed to operators and manufacturers to co-operate in repairing the aircraft; then he said, would be crowned with honour, or, if war should take place, it would be crowned with victory for Britain.

Lord Charles Fitzroy, M.P., said in the course of his speech that Britain ought to seize the Island of Guam, off the coast of China.

Mr. Goschen's speech was favourably received on all hands, though it was contended that in framing the Naval Estimates the Government did not take into account the immense naval expenditure of Russia.

LATER.

Mr. Goschen asked for a total vote of £15,555,000 for the navy. Great progress, he said, had been made in the work of increasing the strength and efficiency of the navy, though the ideal had not yet been reached. The estimates were based upon the needs of the Empire and the possibilities of naval construction; 258 ships had been placed in commission, and they were manned by 50,300 men. Britain had squadrons in foreign waters where other nations had only isolated ships. The Admiralty was prepared for any contingency, and was constructing 84 vessels at a cost of £13,000,000. If the times became darker the Government would appeal to the patriotism of the nation to allow the Admiralty to do its duty unhampered in any way. Timid enquiries, he added, had been made as to whether it was the intention of the Government to reinforce the British fleets at particular points. Cruisers, he replied, would be carefully distributed for the protection of the trade routes, especially in connection with the food supplies for Britain. The Admiralty was prepared to expend £1,500,000 in purchasing war ships being built in England for foreign nations, but none were found to be suitable for the purpose.

MELBOURNE, March 15th.

The return cricket match between England and Victoria was commenced yesterday in splendid weather, but there was only a small attendance of spectators.

The Victorians winning the toss, batted first, and at the close of the day's play, the score stood at 235 runs for nine wickets. The principal contributor was Tumble, who played a splendid innings of 107 runs.

LONDON, March 14th.

All the Powers except Austria and Germany have assured the United States of their neutrality in the event of war with Spain.

MELBOURNE, March 14th.

The cricket match was continued on Saturday, 11,000 people being present during the day. The Victorians concluded their first innings for 338 runs. The Englishmen were at the wickets for the remainder of the day, and when stumps were drawn had lost seven wickets for 235 runs.

March 15th.

The cricket match was continued yesterday and the Englishmen concluded their first innings for 279.

The Australians in their second innings had lost at the close of the day's play six wickets for 90 runs. Worral scoring 41 and McLeod 26. Giller, Stocky, Ruth and Trumble made but a poor stand. Trot and Bruce were the not out men, with 8 and 6 runs respectively.

Not much interest is being taken in the match. The match between Scotland and England and Victoria was concluded yesterday, the Englishmen winning easily.

The wicket was soft owing to the heavy rains during the night, and the Australians, making no stand, finished their innings for 133 runs.

The Englishmen in their second innings made 174 runs for three wickets, thus winning by seven wickets.

The Englishmen were afterwards entertained by the members of the Melbourne Cricket Club, and the professional members of the English team were presented with £25 each.

SYDNEY, March 15th.

It is contemplated by the New South Wales Government to forward a copy of the Commonwealth Bill, as well as plan and summary of the measure to each of the 300,000 voters in the colony.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1888.

Barometer 29.958
Thermometer 69.7
Humidity 85.0
Rainfall 7.58

TO-DAY.

Barometer 30.06
Thermometer 66
Humidity 88
Rainfall 77

TO-DAY.

Thursday, 7th April, 1898.

Chinese—17th of 8th moon of 24th year of

Jewish—15th Nisan, 5658.

Mohammedan—15th Dulkadda, 1315.

Sun—Rises 5hr. 19min.

Moon—Full Moon 4hr. 56min. a.m.

High water—Morning 9hr. 18min.

Low water—Morning 9hr. 18min.

Afternoon 5hr. 20min.

ANNIVERSARIES.

1729—Dick Turpin hanged.

1842—Defeat of Akbar Khan by Sir Robert Sale's force.

1843—Prince Leopold, Duke of Albany, born.

1861—Hongkong Mint opened.

1861—Death of the Sultan of Siam.

1897—Mr. H. A. O'Brien accidentally poisoned at Singapore.

TO-MORROW.

Friday, 8th April, 1898.

Chinese—18th of 8th moon of 24th year of

Jewish—16th Nisan, 5658.

Mohammedan—16th Dulkadda, 1315.

Sun—Rises 5hr. 18min.

Moon—Full Moon 4hr. 55min.

High water—Morning 9hr. 17min.

Low water—Morning 9hr. 17min.

Afternoon 4hr. 56min.

ANNIVERSARIES.

1493—Lorenzo de Medici died.

1818—King of Denmark born.

1863—£1,000 reward offered by the Hongkong Government for information leading to the arrest of 100,000 employed on

practical craft in the neighbourhood.

1896—Pekin-Normandy collision at Shanghai; the former badly damaged and beached.

1897—The King of Siam left Bangkok for England.

SHIPPING AND MAIL NEWS.

MAILED DUE.

Australian (Australia) to-morrow.
American (Dutch) 9th inst.
Indian (Calcutta) 9th inst.
French (India) 10th inst.
Tientsin (Tientsin) 10th inst.
Canadian (Empress of India) 10th inst.
American (China) 10th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan*, arrived at Vancouver at 1 p.m. yesterday, the 6th inst.

THE Nippon Yusen Kaisha's steamer *Matsuyama Maru* (Bombay Line) left Siga on for this port last night, the 6th, and is expected to arrive here on the afternoon of 12th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Kawachi Maru from Singapore
Rojas Maru " Nagasaki
Hongkong " Halphong
Halphong " Tamul
Bangkok " Saigon
Bangkok " Bangkok
Chowla " Swatow
Lai Yuen " Canton
Swatow " Canton
Ragby " Barry Dock
Ingraham " Saigon

Aggregating 17,756 tons register.

DEPARTURES.

Hallan for Swatow
Hokkaido Maru " Nagasaki
Rojas Maru " Canton
Bangkok " Canton
Bangkok " Nagasaki
Hydaspis " Victoria
Tordenskjold " Pankalan
Tamsarville " Saigon
Wosung " Yokohama
Kawachi Maru " Vladivostok
T. Diederichsen " "

Aggregating 20,081 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

BRITAIN at Kowloon Dock
Dickland (H.I.G.M.S.) " "
K. Augusta (H.I.G.M.S.) " "
Amigo " "
Coptic " Cosmopolitau
Sachsen " "

SWATOW.

ARRIVALS.

Apri. 5 Siam Hongkong, B. & Co.
5 Halphong Amoy, J. M. & Co.
6 Halphong Hongkong, J. M. & Co.
6 Chowla Bangkok, B. & S.

DEPARTURES.

Apri. 5 Nanyang Amoy, J. M. & Co.
5 Chowla Taiwan, B. & S.
6 Chowla Hongkong, B. & S.
6 Wenchow Taiwan, B. & S.
6 Siam Singapore, B. & S.
6 Halphong Hongkong, J. M. & Co.
6 Halphong Amoy, J. M. & Co.

IN PORT—Klangghak.

PASSED THE CANAL.

OUTWARD—4th February—Houkous. 11th

February—Alton, London, Yokohama. 11th

February—Rox. Castle. 18th Feb—Avila.

22nd February—St. Mary. 25th Feb—Queen

Margaret. 1st March—St. Andrews. 4th

March—Madoff. Kintuck. 8th March

—Thicka. 15th March—Glenavon, Glenagh,

Sargidon, Ajfidi, Croydon, Balfour, Hts,

Washington Hall. 18th March—Bullmouth,

Canton, Marlborough, Adria, Indus. 21st

March—Ulysses, Bullona, Nadia Nyansa, St.

Ninian, Teakdale. 25th March—Chingow,

Pyrhus, Talsford, Laos, Trebam. 20th

March—Balkwater, Glenagh, Flathick, Mor-

row, Siam. 28th March—Yarra, Port Adelaide.

1st March—Hedra, Santa. 11th March

—Dorland. 22nd March—Shanghai. 25th

March—Irish. 20th March—Pingway, Sach-

sen, Diomed, Sydney.

WHAT MAKES THEM CRY?

You have a very sore finger, let us say. It may be a hurt, a boll—or, worse still, that fearful painful thing, a felon. Oh, my! oh, my! What a time you have been trying to protect that poor finger. It is all the time getting lit or knocking against something. Simply to keep it out of harm's way worries you more than doing a day's work; and you don't succeed—and wouldn't, even with a dozen policemen to help you. You are scared of a fly threatening to light on it.

That is the principal on which Mrs. Elizabeth Allen couldn't bear the least noise. She had no more sleep, but she had what was still more sensitive, her little fingers of money to be one in this condition. Millions of women know all about it, and plenty of men, too—crowds of them. You recognise them on night—those who are subject to this affliction. Their lined foreheads, their bright, suspicious eyes, their self-protecting gestures and manner—you've seen them. Perhaps you are one of them yourself. If so, you give all your money and more money your future to have a stronger set of nerves, wouldn't you? Let's talk about it two minutes, first quoting the lady's letter, which is dated May 11th, 1898, and written from her home, 343, Sydenham Road, Leicester.

"For many years," she said, "I suffered from indigestion and weakness. After meals I had a great pain at my chest. Every few days I had a headache, and the whole of my body was aching. I was unable to sleep, and I was constantly lying down on the couch. I strained and had a good deal, and sprang up a sour nervous fluid. As time went on I got very weak and nervous, and couldn't bear the least noise.

"I took all sorts of medicines and consulted doctors, but nothing did me much good. Later on I came to hear of Mother Selig's Curative Syrup, and after taking it a short time the disease left me, and I was able to sleep and digest my food. Owing to the virtue of this remedy I now keep in good health. (Signed) Elizabeth Allen."

And here is Mrs. W. Nash, who says: "For fully ten years I suffered from periodic attacks of biliousness. At times a severe headache, preceded by excessive drowsiness, at other times vomiting, and retching for a whole day, at other times depression, pain in the chest, side and stomach, coated tongue and bad breath—that was the way it stood with me. I grew very melancholy, and was not able to follow my business. I committed doctors and used tonics, but they only made me worse.

I had occasionally heard of your wonderful remedy, Mother Selig's Curative Syrup, but didn't believe in it. I read in *The Worker* of a case like mine that the Syrup had cured it, so I tried it, and the first bottle acted like magic. The pains left me the first week, I repeated my food no more, and in a month all my ills were gone. Bless Mother Selig for ever. I say—Thank you greatly. (Signed) W. Nash, 351, Goswell Road, E.C.1, London, October 3rd, 1898."

Now, where is there room enough on paper to sufficiently praise a medicine that will do what this one did for these two good friends of ours? All pain, remember, is nervous pain, and in the above case it was the foul and inflamed stomach which, by stopping digestion, starved the nerves and made them cry out. What would you say, when it is starved? Babel will, men will, women will, nerve will. Mother Selig's medicine sets the stomach in order and gives the nerves some food. Then what? Why, quiet, comfort, strength, rest, enjoyment. "Bless Mother Selig," indeed—indeed.

Notice of Firms.

MITSU BISHI GOSHI-KWAISEHA.

(MITSU BISHI COMPANY).

NOTICE.

DURING the absence of the Underigned MR. EDWARD OSBORNE will act as Agent for the above named Company.

H. U. JEFFRIES, Agent.

Hongkong, 1st April, 1898. [460]

NOTICE.

MR. ARTHUR LYMAN MACGOWAN is authorised to sign our Firm in HONGKONG & SWATOW by procuration from this date.

BRADLEY & CO.

Hongkong, 1st April, 1898. [463]

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

DURING my TEMPORARY ABSENCE from HONGKONG, Mr. D. W. CRADDOCK will assume charge of this Company's Business.

D. E. BROWN, General Agent.

Hongkong, 2nd April, 1898. [472]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MATSUYAMA MARU..... J. Nirel	Kobe and YOKOHAMA	THURSDAY, 14th April, at 4 P.M.
RIOJUN MARU..... A. E. Moses	YOKOHAMA (DIRECT)	SATURDAY, 19th April, at Noon
TAMPA MARU..... H. Barnes	MARSEILLES, LONDON, and ANTWERP via SINGAPORE (Transhipping Cargo for JAPAN PORTS), PENANG, COLOMBO and PORT SAID	THURSDAY, 28th April, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 31st March, 1898.

A. S. MIHARA,
Manager.

[6]

Shipping.

STEAMERS.

"WARRACK" LINE OF STEAMERS.
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship
"MACDUFF,"
Captain Thomson, will be despatched at above on or about TO-MORROW, the 8th April.
For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 30th March, 1898. [447]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"MENMUIR,"

Captain McArthur, will be despatched for the above Ports on SATURDAY, the 9th April at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A daily qualified Surgeon is carried.

A. B. Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the CHINA, NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 28th March, 1898. [401]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Fitzroy, will be despatched as above on MONDAY, the 11th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th April, 1898. [481]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"BRANDER,"

Puffer, Master, will be despatched as above on MONDAY, the 11th April.

To be followed by

S.S. "CLAYBURN," on or about 19th April.

S.S. "MERIONETHSHIRE," on or about 3rd May.

S.S. "QUEEN MARGARET," on or about 17th May.

S.S. "ST. NINIAN," on or about 31st May.

S.S. "CHRAIGARN," on or about 14th June.

For Freight, &c., apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 2nd April, 1898. [372]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"IXION,"

Captain Nish, will be despatched as above on WEDNESDAY, the 13th instant.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th April, 1898. [477]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENSHIEL,"

Captain Jones, will be despatched as above on or about MONDAY, the 13th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th April, 1898. [480]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LENNOX,"

will be despatched as above on or about 16th April.

S.S. "ENERGIA," 5th May.

S.S. "MACDUFF," 25th May.

S.S. "AFRIDI," 5th June.

S.S. "PANTAN," 15th June.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 30th March, 1898. [63]

SAILING VESSELS.

FOR SAN FRANCISCO.

THE British Barque

"WEST YORK,"

W. L. Foster, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 7th March, 1898. [312]

FOR SAN FRANCISCO.

THE 100 A.T. British Ship

"EMERSON,"

Lever, Master, Shortly expected here, will load for the above port and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th March, 1898. [414]

TO LET.

DWELLING HOUSES:—

No. 2 RIFON TERRACE.

BAHAR LODGE at the PEAK, FLOORS IN STATION and ELGIN STREETS.

COAL GODOWNS, PRAYA EAST.

Apply to

THE HONGKONG LAND INVESTMENT AGENCY, Ltd.

Hongkong, 15th March, 1898. [15]

TO LET.

THREE ROOMS on 2nd Floor No. 8, Queen's Road Central, Suitable for Office, Restaurant, &c.

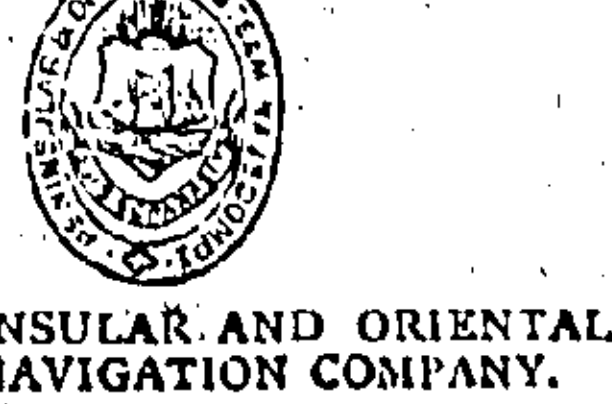
Apply to

MR. SUI SANG, 40, The Arcade.

Hongkong, 7th March, 1898. [247]

Mails.

MAILS.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th April, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 4th April, 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Tacoma, 1,549 | A. Dixon April 19.

Victoria, 1,167 | J. Trubridge May 10.

Olympia, 1,608 | T. H. Dobson May 21.

Astoria, 1,164 | J. Paxton, R.N.R. June 14.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll, 1,397 | W. Ward April 25.

Bramar, 1,361 | E. Porter June 4.

Mogul, 1,364 | W. H. Wright June 15.

Columbia, 1,605 | A. Gow July 9.

THE attention of Passengers is directed to the very cheap rates offered by this Line.

HONGKONG TO LONDON, &c.

Excellent accommodation. First-class Table, Doctors and Surgeons carried.

HONGKONG TO NEW YORK, &c.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the Rocky and Cascade Mountains. The Yellowstone National Park route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA, &c.

Rates of Passage to other Ports on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 7th April, 1898. [4]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NABES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prins Heinrich ... Wednesday | 27th April.

Frederick ... Wednesday | 25th May.

Sachsen ... Wednesday | 22nd June.

Bayern ... Wednesday | 20th July.

Prins Heinrich ... Wednesday | 17th Aug.

Darmstadt ... Wednesday | 14th Sept.

Frederick ... Wednesday | 12th Oct.

Sachsen ... Wednesday | 9th Nov.

Bayern ... Wednesday | 7th Dec.

Prins Heinrich ... Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 27th day of April, 1898, at 9 A.M., the Company's Steamship "PRINZ HEINRICH," Captain O. Cüppers, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES, GENOA, and other ports.

Shipping Orders will be granted till Noon on Monday, the 25th April. Cargo and Specie will be received on board until 5 P.M. on Tuesday the 26th April, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 26th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lines can be washed on board.

For further Particulars, apply to

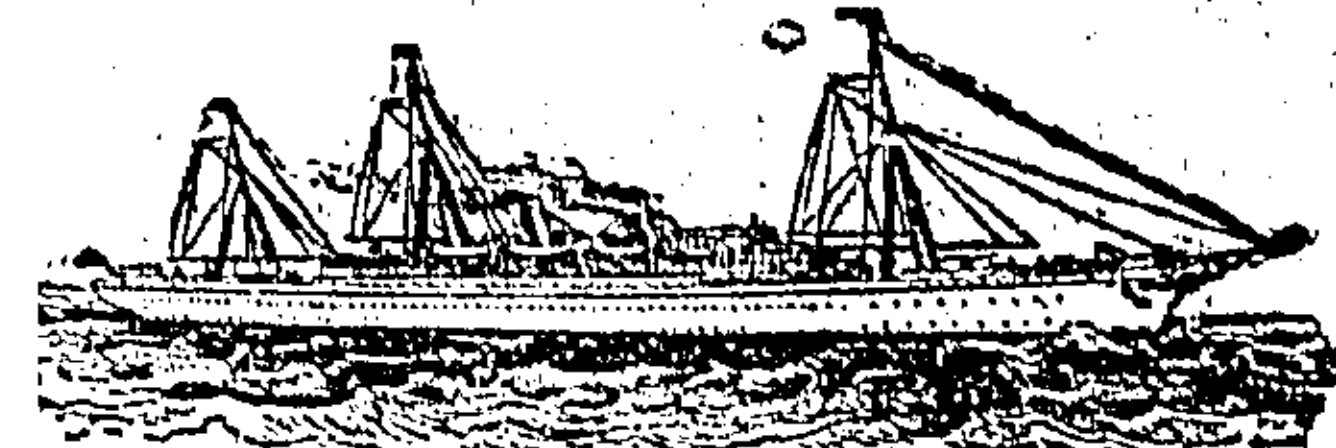
MELCHERS & Co.,
Agents.

Hongkong, 30th March, 1898. [335]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 27th April, 1898.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 18th May, 1898.

EMPRESS OF CHINA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 8th June, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Padda's Street. [3]

Hongkong, 7th April, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th April, at Noon.

Belgic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 20th May, at Noon.

Celtic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 28th May, at Noon.

THE Company's Chartered Steamship.

"DORIC"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU on SATURDAY, the 9th April, at Noon, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE, have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC CENTRAL PACIFIC UNION PACIFIC DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 29th March, 1898. [2]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S PATENT'S GENUINE COMPOSITION RED HAND BRAND.

HARTMANN'S GREY PAINT.

DAIMLER'S PATENT MOTOR LAUNCHES &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT

REASONABLE PRICES.

Hongkong, 14th May, 1898. [39]

NOTICE TO AMERICAN CITIZENS.

AMERICAN CITIZENS residing in the Consular District of Canton, which includes HANKOW, WUHOW, MACAO, SWATOW, HOIHOW and PAKHOW, are REQUESTED to REGISTER at the Consulate either personally or by certificate, setting forth the date and place of birth and last residence in the United States.

The advantages of registration are obvious and may prove of value in time of need. There is no fee or charge for registration.

EDWARD BIDDLE, U.S. Consul.

United States Consulate, CANTON, China, 18th February, 1898. [290]

Printed and Published by ETHELBERT FORBES SKERCHLEY, at No. 6, Padda's Hill, in the City of Victoria, Hongkong.

Dr. OVERLACH'S MIGRAININE

(ANTIPYRINE—CAFFEINE—CITRATE.)

(1) Excellent results in the severest cases of migraines, as well as in headache arising from alcohol, nicotine and morphia poisoning, neuritis, influenza, grippe, etc.

(2) The best antipyretic, even in threatened collapse, because the caffeine of Migrainine acts simultaneously as an analgesic.

Use only Dr. OVERLACH'S MIGRAININE, "Lion Brand," and always prescribe "MIGRAININE HOECHST."

The best medium dose for adults is 17 grains, given once or twice daily in powder or in solution.

Sole Manufacturers:—

FARWELKE VORM. MEISTER LUCIUS & BRUNING, HOECHST O. M.

Literature of the above Preparations supplied gratis at request to medical men.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

[34]

SOCIETE ANONYME